

## **WAIPAHU NEIGHBORHOOD TOD PLAN**

### **Community Workshop #2**

### **Summary of Comments**

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The second Community Workshop was held on November 14, 2007 at the Waipahu Elementary School from 6:30 pm to 9:00 pm. Approximately 50 people were in attendance.

### **STATION LOCATIONS**

Mark Scheibe of PB America briefly described factors that were considered in determining the location of the Waipahu transit stations:

1. Relatively flat area with no curves in the roadway.
2. Good access, particularly bus connections.
3. Previous planning documents, e.g., the Waipahu Livable Communities Plan.
4. Community input.

### **SMALL GROUP DISCUSSIONS**

Following a PowerPoint presentation, workshop participants were divided into four groups to discuss and provide their input and perspectives on the three Draft Station Area Alternatives that were presented for each area transit station area. The following notes summarize the comments:

### **LEOKU STATION AREA – TIM'S TABLE**

- Combine Alternatives A (The Gateway), B (The Center) and C (Canal Walk).

### ***Density/Intensity & Mix of Uses***

- Leoku Street is the appropriate location for the retail/commercial center. Significant mid-rise buildings should be located at the Leoku station Gateway entries (Fort Weaver Road and the Canal). A central boulevard treatment could be located at the intersection of Farrington and Leoku to accommodate the elevated fixed guideway and land use considerations. Limit this boulevard treatment to one block in each direction to give this transit place a special feeling.
- The current industrial neighborhood makai of Farrington should incrementally change to a high-density, mixed-use residential neighborhood over time.
- The Main Street concept for Leoku Street could be 4 to 6 stories and tapering off to 2 to 4 stories in the surrounding blocks. Mid-rise (8-12 stories) should anchor the Gateway sites.

## **Connectivity**

- The group liked the Main Street concept and strong connection to the water, but a smaller, pedestrian-only walk next to the canal would be more appropriate. The canal should be cleaned up and made green, with a public path and live/work uses along it.
- Bike paths should be extended with connections to the Pearl Harbor Historic Trail and along the water throughout the makai neighborhood, with connections to a newly created bike network mauka of Farrington Highway.
- Strong bus/shuttle system connecting to Ewa is important.
- Break up the super blocks mauka and makai of Farrington to allow for more pedestrian orientation.

## **Open Space**

- Green spaces (small parks, plazas and gathering spaces) should be added to areas within walking distance of the surrounding residential community.
- Plant trees and create sidewalks on all old and new streets.

**Parking** – Shared parking for transit use that doubles for retail use would be beneficial for everyone. This would best be located mauka of Farrington Highway adjacent to Fort Weaver Road. A park-n-ride facility located mauka of Farrington Highway would support a more pedestrian-oriented district makai of Farrington Highway and would serve transit riders from Ewa Beach.

**Affordable Housing** – Improvement in Pupu area is needed. Spread out and integrate affordable housing throughout station area.

## **LEOKU STATION AREA – RICK'S TABLE**

- Combine Alternatives B (The Center) and C (Canal Walk).

## **Density/Intensity & Mix of Uses**

- Mixed-Use Village:
  - 4-6 stories with commercial focus along Farrington Highway.
  - 3-4 stories with residential and commercial along “Main Street”.
  - 2-3 stories with residential focus mixed throughout.
  - Maybe a few smaller, nicely designed towers

- Include amenities such as:
  - Daycare
  - Marketplace
  - Office services

### ***Connectivity***

- The group liked the Main Street concept and strong connection to the water, but Main Street is not appropriate on the canal. The canal should still be cleaned up and made green, but not with retail/Main Street along it. Leoku Street is the appropriate location for the retail/commercial center.
- Strong bus/shuttle system connecting to Ewa.
- Pedestrian Orientation! Consider narrow service streets that allow trucks and commercial vehicles through.

***Industrial Relocation*** – Industrial is easier to change than residential. This group thinks that industrial should be moved elsewhere.

***Open Space*** – Add gathering spaces and parks for residents.

***Parking*** – Shared parking for transit use that doubles for retail use would be beneficial for everyone.

***Affordable Housing*** – Improvement in Pupu area is needed. Should spread out and integrate affordable housing throughout station area.

### **MOKUOLA STATION AREA – CHENEY’S TABLE**

- Combine Alternatives B (Farrington as Great Street) and C (Old Town).

### ***Density/Intensity & Mix of Uses***

- There was agreement that having some intense land use activities along Farrington would be good.
- Perhaps having the higher intensity uses away from the station (like in Alt. C – Old Town) is good because there would be less congestion/conflict around the station area.
- Perhaps high intensity uses directly adjacent to the station is a good idea for increased ridership and people stopping at Waipahu to shop, dine, walk, etc.
- Have higher intensity land uses along the connection between transit station and bus station (change color on graphic to be red).

## ***Connectivity***

- The station could stay at Mokuola Street or move to Waipahu Depot Road as long as there is a strong connection between the station and Old Town. If the station moves, the bus station should be kept within close proximity for the interaction and relation they have to each other. Also, that connection between the transit station and the bus station should be of high intensity land uses to accent the importance of the connection.
- Station interface with buses and timing is very important because people will depend on transportation and it should be reliable.
- Moving the station closer to Waipahu Depot Road makes sense because even though you want to make it “walkable,” shorter walking distances are preferable, especially for the elderly and when the weather is hot.
- Alternative B – Farrington as the “Great Street” – tends to guide people to other amenities like Hans L’Orange Park, YMCA, Civic Center, and Filcom Center. This alternative is good in that it directs people to pass by these important community amenities.
- Moving the station closer to Waipahu Depot Road is supported by the Waipahu Town Plan. Alternative C (Old Town) is closest to the Waipahu Town Plan.
- Perhaps adding another station at Waipahu High School makes sense. You could then tie in college students too.
- Understanding the traffic patterns and how the station will be accessed is necessary.
- Bus transit station should be in close proximity to the fixed guideway station.
- Make sure station areas are ADA accessible.

## ***Open Space***

- If Kapakahi Stream is cleaned and opened to the public, we should pay close attention to the steep grade down to the water and make sure it is safe.
- Cleaning up Kapakahi Stream is a good idea. People in the community will take ownership of it.
- We need to bring back the heritage of the water to Waipahu by cleaning the streams and bringing Pearl Harbor back to the community instead of turning our backs on it.

## ***Local Impact***

- Will this development impact local businesses, especially local mom-and-pop shops that make up part of Waipahu’s unique character?

- It would be nice to think of this station as “downtown” Waipahu with the Civic Center, YMCA, Library, Main Street, etc. This comment goes along with Alternative C – Old Town with Main Street.
- Perhaps existing local businesses could be given property tax breaks.

## **MOKUOLA STATION AREA – ADAM’S TABLE**

***Density/Intensity & Mix of Uses*** – Perhaps an elderly care center would be appropriate.

### ***Connectivity***

- More bike paths!
- Pedestrian-friendly environment is very important, especially in the long run (20 years from now).
- Improve existing bike trails.

### ***Open Space***

- Clean the canal!
- To build or not to build on marshland?
- Preserve the Farrington Highway median landscaping as much as possible.

### ***Local Impact***

- Will the elevated rail have noise issues?
- Will the retail environment be dictated only by peak traffic?
- What are the negative impacts?
  - Tax incentives per density.
  - Economic impact on existing residents and businesses.

### ***Parking***

- There is concern about parking location for tenants – parking structure will be needed for this density.
- In some areas there is conflict with parking on both sides of the street and with through-traffic.

***Historic Preservation*** – Keep historic awnings on Waipahu Depot Road – significant to the history of Old Town.